New body, increased performance and expanded assistance systems

The new Porsche 911

Wider, faster, more emotional – the Porsche 911 is entering the new generation with a host of new developments. The design and interior combine classic styling with completely new solutions. The new PASM chassis with wider track widths features wheels with different diameters on the front and rear axles for the first time. The turbocharged flat-six engine of the 911 Carrera S and 911 Carrera 4S produces 331 kW (450 PS) thanks to optimisations both within and outside the engine. This corresponds to an increase of 22 kW (30 PS). The power is delivered by a completely newly developed eight-speed dual-clutch transmission. The steering is even more direct and the brakes are also more responsive. The 911 is setting new records: a 911 Carrera S has completed the Nordschleife of the Nürburgring in just 7:25 minutes – five seconds faster than the previous model.

Both new 911s come in below the four-second mark for acceleration from zero to 100 km/h, with the 911 Carrera S taking 3.7 seconds, and the 911 Carrera 4S with all-wheel drive 3.6 seconds; each model is 0.4 seconds quicker than its predecessor. Both models are a further 0.2 seconds faster with the optional Sport Chrono Package. The fuel consumption (NEDC-correlated) of the 911 Carrera S is 8.9 l/100 km, while the 911 Carrera 4 S records this figure as 9.0 l/100 km.

The exterior design is completely new and emphasises the leap in performance for this generation of 911. In future, the rear-wheel-drive 911 Carrera S will also have the all-wheel-drive model body that is 44 mm wider at the rear. Both models are 45 mm wider at the front axle. Between the new LED headlights, a bonnet with a pronounced recess evokes the design of the first 911 generations. The almost flush integration of the electrical pop-out door handles emphasises the tapered and smooth side contour. The rear spoiler is dominated by a significantly wider rear wing and seamless, elegant light bar spanning the entire width of the vehicle. Apart from the front and rear sections, the entire outer skin is now made from aluminium.

The completely new interior is characterised by the clear and straight lines of the dashboard with recessed instruments. Alongside the central rev counter – typical for Porsche – two thin, frameless freeform displays supply information to the driver. The now 10.9-inch centre screen of the Porsche Communication Management (PCM) can be operated quickly and intuitively thanks to the new architecture. In terms of digitalisation, the 911 takes the next step into the future with permanent connectivity as well as new functions and services. As standard, the PCM features online-navigation using swarm-based data and Porsche Connect Plus.

New assistance systems increase safety and comfort.

The new 911 is the first in the world to feature an innovative system for recognising significant wetness on the road, including the Wet driving programme that can be manually selected at any time. The warning and brake assist system, also fitted as standard, detects the risk of collisions with vehicles, pedestrians, and cyclists, and initiates a warning or emergency braking if necessary. Night Vision Assist with a thermal imaging camera is optionally available for the 911 for the first time. Adaptive cruise control, available on request, comprises automatic distance control with a stop-and-go function and reversible occupant protection. The optional LED matrix headlights each have 84 LEDs with
individual control to ensure optimum light distribution for the relevant situation. Porsche has extended the list of comfort options to include an ioniser. This improves the quality of the air inside the vehicle, acting in combination with the standard fine dust filter.